USCG LIGHT LIST VOLUMES I - VII CORRECTIONS

VOLUME IV Ed 2000 NEW EDITION
(NIMA) 29/00

SAILING DIRECTIONS CORRECTIONS

PUB 131 9 Ed 2000 LAST NM 25/00
Page 17—Line 8/L; read:

Anchorage.—Designated anchorages are, as follows:
For small craft (length of up to 100m):
Area (A) 37˚34.7'N, 00˚59.3'W.
Area (B) 37˚34.6'N, 00˚59.7'W.
Area (C) 37˚34.0'N, 00˚58.2'W.
Area (L) 37˚33.4'N, 01˚07.0'W.
Area (M) 37˚33.0'N, 01˚07.1'W.

For medium sized vessels (length between 100 and 200m):
Area (D) 37˚34.4'N, 01˚00.1W.
Area (E) 37˚34.0'N, 01˚00.6'W.

For VLCC's and LPG vessels:
Area (F) 37˚33.7'N, 01˚01.6'W.
Area (G) 37˚33.3'N, 01˚02.5'W.
Area (H) 37˚32.8'N, 01˚03.5'W.
Area (I) 37˚33.7'N, 01˚04.3'W.
Area (J) 37˚33.4'N, 01˚05.3'W.
Area (K) 37˚33.2'N, 01˚06.4'W.
(Spn NM 48/97) 29/00

PUB 143 7 Ed 2000 LAST NM 19/00
Page 168—Lines 50 to 52/R; read:
A light is shown from a structure, 12m high, standing on the head of the breakwater.
(Cadiz 14/00) 29/00

Page 177—Line 29/L; insert after:
An exposed shipwreck is located in 27˚56.6'N, 15˚22.2'W.
(Spn NM 49/99) 29/00

PUB 148 6 Ed 1998 LAST NM 25/00
Page 20—Line 3/L; insert after:
Recalada Guiria Light, shown from a white tower with orange bands, 12m high, stands 1 mile N of the port.
(BA NM 20/00, Section IV) 29/00

PUB 157 8 Ed 2000 LAST NM 27/00
Page 83—Lines 34 to 35/R; read:
Changjiang Kou Light Vessel (31˚06.1'N., 122˚26.7'E.) is located about 5.5 miles S of Jigu Jiao. **Nanzhi Lanby**
(11(137)00 Tianjin) 29/00

Page 83—Line 55/R; insert after:
Nanco Light Vessel (31˚02.7'N., 122˚16.4'E.) red hull, equipped with a bell and racon, is moored in the S approach to Chang Jiang 10 miles SSW of Jigu.
(11(131)00 Tianjin) 29/00

Page 92—Line 58/R; read:
also off the S side of an islet lying 1 mile further NW. A wreck dangerous to navigation reported (2000) in position 30˚40.9'N, 122˚22.9'E, lies 3.5 miles N of Banyang Jiao Light.
(11(129)00 Tianjin) 29/00

PUB 173 6 Ed 2000 LAST NM 17/00
Page 56—Lines 21 to 23/L; read:
grt. Vessels can communicate with a signal station close to Mangalore Light. There is also a Coast Radio Station at Mangalore.
(BA NM 17/00) 29/00

PUB 174 7 Ed 1997 LAST NM 16/00
Page 7—Lines 45 to 46/L; read:
of the bay. Hin Mu Sang Nua (Hin Musang Nua), a rock 2m high, marking a dangerous wreck 1 mile E, lies 3 miles NE of the S end of Ko Yao Yai and 2 miles
(BA NM 17/00) 29/00

PUB 191 8 Ed 1996 LAST NM 28/00
Page 62—Lines 3 to 9/L; read:
Corbiere.
Saint Ouen Bay (49˚13'N., 2˚15'W.) lies between Corbiere Point and Petit Etaquerel, 3.5 miles N. It is low, sandy, and backed by a seawall from which the land rises to a plateau. The shore of the bay is fronted by drying rocky ledges and below-water rocks extending up to about 1 mile seaward. The bay provides good shelter in offshore winds but should not be used during strong W winds.
A prominent white hotel and a lookout tower, with a radio station, stand on Corbiere Point, at the S end of the bay. La Rocco tower, 15m high, stands on a rocky reef 0.4 mile offshore, 1.1 miles NNE of Corbiere Point.

4.5 South coast of Jersey.—Point la Moye (49˚11'N., 2˚15'W.), about 1 mile
(BA NP 27) 29/00

Page 62—Lines 18 to 20/L; read:
336˚.
At night, the colored lights of the airport runways, 1.2 miles N of the head of Saint Brelade Bay, may be seen.
Jument Rock, 8m high with a conspicuous white patch, lies about 0.6 mile WNW of Pointe la Moye and 0.4 mile ESE of La Corbiere Light.

PUB 191 (Continued)

A conspicuous weather radar station stands 0.2 mile N of Pointe la More. The tower, 22m high, is surmounted by a large white spherical cover.

Noirmont Point (49˚10'N., 2˚10'W.) is located 0.8 mile ESE of Point le Fret. A light is shown from a tower, 10m high, standing at the foot of the point. A prominent lookout tower stands on the higher ground above the light.

Caution.—During strong W gales, the entire area between the off-lying rocks located S of Noirmont Point is a confused mass of breakers and landmarks at sea level may be obscured by driving spray.

4.6 Saint Aubin Bay (49˚11'N., 2˚08'W.) is entered
(BA NP 27) 29/00

Page 62—Lines 29 to 34/L; read:
this point. It is reported that four conspicuous apartment buildings stand on Pointe Le Croc.
(BA NP 27) 29/00

Page 62—Line 38/L; read:
36050) lies on the W side of the bay. This small drying harbor is formed by two piers and its entrance, which faces NE, is 25m wide. It is used by small craft and yachts. Local knowledge is advised.
(BA NP 27) 29/00

Page 62—Lines 49 to 54/L; read:

4.7 Approaches.—The W, S, and E approaches to the bay are encumbered by numerous steep-to dangers, making access to the bay through the various channels difficult without local knowledge.

The bay itself dries at the head and is encumbered with numerous drying and below-water dangers.

Passage-Rock (49˚10'N., 2˚12'W.), with a least depth of 4m, lies about 1.5 miles WSW of Noirmont Point and is marked close W by a lighted buoy.

Frouquie des Vracheres, with a depth of 2.1m, lies about 1 mile S of Passage Rock. It is the shallowest of a group of rocky shoals, which forms the southwesternmost dangers in the approach to the bay.
(BA NP 27) 29/00

Page 62—Lines 6 to 56/R; read:

Demie de Pas (49˚09'N., 2˚06'W.), which dries 6m, lies about 1.3 miles SW of Point Le Croc at the edge of a group of rocks fronting the coast. A lighted beacon, 13m high, stands on this rock. A racon is situated at the beacon.

Les Tetards is a group of rocks, some awash, lying about 0.8 mile W of Demie de Pas.

Icho Bank, with a least depth of 5.8m, is a detached rocky shoal lying about 2.3 miles SSE of Demie de Pas. This shoal forms the outermost SE danger in the approach.

Directions.—There are several channels available to vessels approaching Saint Aubins Bay, all of which require local knowledge. The channels may best be seen on the local chart.

Northwest Passage is the most frequently used channel and usual sea route for commercial vessels. It is the safest by both day and night and has a least controlling depth of 4.3m. The channel leads from the W and passes S of La Corbiere Light, SSW of Pointe le Fret, and S of Noirmont Pointe Light. The inner part of the fairway is indicated by range lights. The channel is 0.25 mile wide at its narrowest part, off Point le Fret.

Western Passage leads from WSW. It passes S of La Corbiere Light, close N of Passage Rock, and joins the inner part of Northwest Passage, S of Noirmont Pointe Light. This channel is narrow and the aids are difficult to identify in poor visibility.

Danger Rock Passage leads from SW and passes close SE of Les Grunes Vaudin. It is indicated by range marks.

Sillette Passage leads from S into the W part of the bay and passes E of Les Grunes Vaudin. It is indicated by range marks and joins Northwest Passage.

Red and Green Passage, a shallow channel, leads NNE into the E part of the bay. Middle Passage leads NNW into the W part of the bay. These channels are marked by range marks.

South Passage leads from SSE and passes close E of Les Tetards. It joins Red and Green Passage.

Eastern Passage leads from SE and passes close SW of Demie de Pas lighted beacon. It joins South Passage.

It is reported that there are depths of over 6m in all the channels at half tide.

Anchorage.—Saint Aubin Bay offers good shelter from
(BA NP 27) 29/00

Page 63—Lines 1 to 20/L; strike out.
(NIMA) 29/00

COAST PILOT CORRECTIONS

COAST PILOT 1 31 Ed 1998 Change No. 14
LAST NM 28/00

Page 117—Paragraph 118, lines 4 to 7; read:
south anchorage and a 6-foot north anchorage. In December 1998, the controlling depths were 7 feet in the entrance channel and south anchorage, thence 5 feet in the north anchorage.
(BP 170341; CL 179/00) 29/00

Page 126—Paragraph 56, lines 5 to 7; read:
follow tracklines of **300º** and **120º**, respectively. The recommended eastern approach route begins 0.2 mile S of Frenchman Bay Approach Lighted Whistle Buoy FBE and intersects the recommended southern approach route 0.4 mile NW of Frenchman Bay Lighted Buoy FB.
(CL 1793/99; BP 169656) 29/00

Page 127—Paragraph 57, lines 5 to 7; read:
should follow tracklines of **002º** and **182º**, respectively. The recommended southern approach route begins 0.4 mile E of Frenchman Bay Southern Approach Lighted Whistle Buoy FBS and intersects the recommended eastern approach route 0.4 mile NW of Frenchman Bay Lighted Buoy FB.

COAST PILOT 1 (Continued)

The Frenchman Bay recommended route continues NW of Frenchman Bay Lighted Buoy FB along the following positions: 44º20.0'N., 68º08.9'W.; 44º22.6'N., 68º09.6'W.; 44º23.7'N., 68º10.4'W.
(CL 2041/99; CL 1793/99; BP 169656) 29/00

Page 135—Paragraph 223, lines 1 to 2; read:
In 1992, the buoyed channel had a midchannel controlling depth of 14 feet. The channel is on the through route used ...
(CL 985/94; BP 152361) 29/00

Page 145—Paragraph 53, line 8; read:
several places, and a least depth of 9½ feet in a channel across the ...
(CL 1038/94; BP 152527) 29/00

Page 165—Paragraph 456, lines 5 to 7; read:
facilities. In 1992, the controlling depth was 34 feet in the access channel and in the turning basin except for shoaling to 29 to 32 feet along the northwest and west edges.
(BP 151085; CL 119/94) 29/00

Page 207—Paragraph 46, line 5; read:
The Pool. In 1992, depths of 4 to 6 feet were available in ...
(CL 1026/94; BP 152506) 29/00

Page 219—Paragraph 341, lines 12 to 17; read:
of the channel and State anchorage at the western limit. In 1993, the controlling depth was 7 feet through the entrance channel, thence depths of 5½ to 6 feet in the north anchorage, thence depths of 7½ to 8 feet in the south anchorage, except for shoaling to bare near the southeastern corner, thence depths of 6½ to 8 feet in ...
(BP 152544; CL 1130/94) 29/00

Page 227—Paragraph 525, lines 2 to 3; read:
is about 26 yards wide with depths from 8 to 10 feet. It is not advisable, ...
(CL 114/95; BP 154300) 29/00

Page 227—Paragraph 527, lines 1 to 2; read:
In 1992, a depth of 6½ feet was available in the SW basin and 7 feet in the NW basin. The ...
(CL 114/95; BP 154300) 29/00

Page 228—Paragraph 17, lines 7 to 12; read:
of Inner Harbor, respectively. In May 1997-April 1999, the controlling depths were 18 feet in the Inner Harbor entrance channel, thence 15 feet (16 feet at midchannel) in the north access channel and 16 feet (18 feet at midchannel) in the south access channel; thence 18 feet in the Harbor Cove entrance channel; thence 12 feet (15 feet at midchannel) in the Smith ...
(BPs 169101-02; CL 1305/99; BPs 169586-88; CL 1726/99) 29/00

Page 229—Paragraph 21, line 3; read:
1997, a depth of 15 feet was available in the anchorage.
(BP 169588) 29/00

Page 229—Paragraph 22, lines 7 to 8; read:
anchorage is on the east side of the entrance to Harbor Cove; in 1997, a depth of 14 feet was available.
(BP 169587) 29/00

COAST PILOT 3 34 Ed 2000 Change No. 3 LAST NM 28/00

Page 38—Paragraph 83, lines 2 to 5; read:
at latitude 39º18.2'N. longitude 74º32.1'W. to the northeasternmost point of Ocean City at latitude 39º17.6'N. longitude 74º33.1'W. across Great Egg Harbor Inlet.
(CL 336/00) 29/00

Page 52—Paragraphs 699 to 700; strike out.
(NOS/99) 29/00

Page 75—Paragraph 1439; read:
American Society for Testing and Materials (ASTM), 100 Barr Harbor Drive, West Conshohocken, PA 19428-2959
(FR 12/1/99; CL 2089/99) 29/00

Page 83—Paragraph 1733, line 7; read:
Specifications 9A, Section 3; ASTM D 4268 (incorporated by reference, see §164.03); or Cordage Institute ...
(FR 12/1/99; CL 2089/99) 29/00

Page 83—Paragraph 1733, line 7; read:
Specifications 9A, Section 3; ASTM D 4268 (incorporated by reference, see §164.03); or Cordage Institute ...
(FR 12/1/99; CL 2089/99) 29/00

Page 129—Paragraph 71, line 8; read:
in 1999, 10 feet reported at midchannel proceeding northward ...
(CL 1009/99) 29/00

Page 138—Paragraph 111, line 12; read:
13; call sign WQZ-343. In January 2000, a replacement fixed highway bridge with a design clearance of 65 feet was under construction.
(CL 175/00; 2/00 CG5) 29/00

Page 152—Paragraph 208, lines 8 to 13; read:
project at the highway bascule bridge in Salem. In September-October 1999, the controlling depth was 13 feet to Light 14, thence 16 feet through the landcut with 11 to 16 feet in the basin, thence 16 feet to the head of the project near the highway bascule bridge at Salem. Above the bridge, in 1976, the depths were 2 ...
(BPs 169819-21; CL 1862/99) 29/00

COAST PILOT 3 (Continued)

Page 159—Paragraph 364, line 10; read:
vertical clearance of 8 ...
(NOS 12312) 29/00

Page 172—Paragraph 92, lines 6 to 7; read:
marine supplies, and a pump-out station are available. In September 1999, the midchannel controlling depth was 5 feet in the ...
(CL 192/00; BPs 170388-89) 29/00

Page 173—Paragraph 111, line 4; read:
with a controlling depth of 5 ½ feet in November 1999, extends about ...
(CL 224/00; BPs 170551-54) 29/00

Page 186—Paragraph 37, lines 3 to 4; read:
July 1999, the controlling depths were 7 feet from the entrance to Daybeacon 15, thence 3 feet (4 feet at midchannel) to Smithfield.
(CL 191/99; BPs 170374-79) 29/00

Page 187—Paragraph 43, lines 3 to 6; read:
James River to a turning basin opposite Menchville. In December 1998, the controlling depths were 5 feet (7 ½ feet at midchannel) from the channel entrance to the turning basin with 7 ½ feet in the basin. Traffic consists ...
(CL 1710/99; BPs 169556-58) 29/00

Page 197—Paragraph 136, lines 2 to 5; read:
Rappahanock River by a dredged channel marked by buoys. In December 1999, the controlling depth was 4 feet to the head of the project.
(CL 406/00; BP 170666) 29/00

Page 197—Paragraph 143, lines 4 to 5; read:
the mouth of the creek. In February 1999, the controlling depths were 1 ½ feet (5 ½ feet at midchannel) from the entrance to Daybeacon ...
(BP 169516; CL 1691/99) 29/00

Page 208—Paragraph 109, lines 6 to 7; read:
miles above the entrance.
(CL 118/00) 29/00

Page 228—Paragraph 35, line 8; read:
1999, depths of 1 to 2 feet could be carried to about 0.4 mile ...
(BP 170075) 29/00